DATE 26 OCT 62 2220Z

SECRET

C/DD

OPERATIONAL IMMEDIATE

TO : DIRECTOR

25X1 FROM :

ACTION: OSA (1-2-3-4-5-6-7-8-9-10)

INFO : S/C (11)

OPERATIONAL IMMEDIATE

TOR: 26 OCT 62 2239Z

IN 53590

25X1 TO   OPIM   INFO   CITE   25X1

25X1

1. FLIGHT NUMBER ~~FOUR~~ 40 AIRCRAFT 121 AIRBORNE 26 OCT 62,
1000 HOURS AREA TIME, DURATION 41 MINUTES, PILOT LOU SCHALK,
TAKE-OFF GROSS WEIGHT 85,000 POUNDS, CG AT 22.2 PERCENT.

2. TAKE-OFF WAS MADE IN AB WITH CLIMB OUT TO 10,000 FEET. AT
THIS POINT BOTH AB'S WERE SHUT DOWN DUE TO FIVE DEGREES OVERTEMP-
ERATURE EGT ON THE J-58. ENGINE WAS RETRIMMED 20 DEGREES LOWER
AFTERBURNERS RELIT, FOLLOWED BY CLIMB TO 40,000 FEET. ACFT WAS
THEN ACCELERATED TO MACH 1.4 AND THEN ENTERED A CLIMB REACHING
MACH 1.54 AT 46,000 FEET. AT THIS POINT THE AFTERBURNER BLEW OUT
FOLLOWED BY MOMENTARY COMPRESSOR STALL. AIRCRAFT WAS SLOWED TO
BREAK THE STALL. INADVERTENT ACTION OF THE BY-PASS DOORS IS
SUSPECTED AS THE TROUBLE SIMILAR TO WHAT WE RAN INTO ON THE J-75.
THE DOORS WERE ON AUTOMATIC, SO THEY WILL BE FLOWN ON MANUAL NEXT
FLIGHT TO DETERMINE IF THIS IS THE TROUBLE.

3. THE FUEL CONTROL SYSTEM APPEARED TO FUNCTION SATISFACTORY
ON THIS FLIGHT. HOWEVER, THE STIFF SPOT IN THE THROTTLE LINKAGE

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STILL EXISTS AND ONCE AGAIN THE PILOT FAILED TO REDUCE TO IDLE

POWER ON DESCENT.

4. PILOT REPORTED EXCEPTIONAL ACCELERATION PRIOR TO AB BLOWOUT

SO IT IS FELT THAT THE ENGINE IS PUTTING OUT PLENTY OF THRUST.

5. FLIGHT 41 IS SCHEDULED FOR 1400 HOURS AREA TIME 26 OCT 62

TO TRY MANUAL BY-PASS DOOR OPERATION AND SHOULD THIS PROVE

SATISFACTORY, AN ATTEMPT WILL BE MADE 27 OCT 62 TO REACH M. 2.0.

6. AIRCRAFT NUMBER 123 IS SCHEDULED FOR A FURTHER SHAKE-DOWN

FLIGHT 27 OCT 62 FOLLOWED BY A 400 KN. SPEED DASH 29 OCT 62 WITH

TAKE-OFF AT 100,000 POUNDS.

END OF MESSAGE

SECRET